

## CLASSIFIED MESSAGE

DATE 2335Z 25 JAN 63

~~SECRET~~

## ROUTING

1	4
2 C/D	5
3	6

TO : DIRECTOR

EO 12958 3.3(b)(1)&gt;25 rs

FROM :

ACTION: OSA (1,2,3,4,56,7,8,9,10)

INFO : S/C (11)

APPROVED FOR RELEASE  
DATE: AUG 2007

TOR 0029Z 26 JAN 63

PRIORITY

IN 63863

TO PRITY

INFO

CITE

7913

OXCART

NO NIGHT ACTION

1. ACFT 124 MADE FLIGHT 9, 25 JAN 63. DURATION 1 HOUR, 16 MIN. GROSS WEIGHT 75,000 LBS, CG 20.3 PER CENT. MAXIMUM SPEED M .95, MAXIMUM ALTITUDE 44,000 FT. PILOT BILL PARKS, PURPOSE OF FLIGHT, DRY REFUELINGS OF 124 WITH THE KC-135 ACFT AND CHECK OF THE NEW COMMUNICATION SYSTEM BETWEEN TANKER AND [ ] ALSO TO CHECK REFUELING WITH THE ADJUSTABLE SEAT.

2. NORMAL AB TAKE OFF WAS MADE FOLLOWED BY CLIMB TO 28,500 FT AND M .8. ALL FLYING WAS DONE AT M .8 BETWEEN 28,500 AND 31,000. NUMERIOUS HOOK-UPS WERE MADE WITH THE SEAT FULL DOWN WHICH SHOWED MUCH BETTER VISIBILITY AND EASIER HOOD-UPS, HOWEVER IT WOULD BE DESIRABLE TO LOWER THE SEAT MORE AND THIS WILL BE ATTEMPTED.

3. A HOOK-UP WAS THEN ACCOMPLISHED WITH DAMPERS OFF AND DEPENDING ON THE BACK UP PITCH DAMPER ONLY. THE LATERAL WAS VERY BAD TO CONTROL AND THE PITCH WAS DIFFICULT. HOWEVER REFUELING COULD BE DONE.

~~SECRET~~

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4. A HOOK-UP WAS THEN ATTEMPTED WITH THE SEAT FULL UP IN THE OLD FIXED SEAT POSITION BUT COULD NOT BE COMPLETED. THIS SEAT POSITION IS VERY BAD.

5. DUE TO EXCESSIVE AIRLINE TRAFFIC IN THE AREA THE ACFT WAS CLIMBED TO 44,000 FT AND RETURNED HOME. A NORMAL DRAG CHUTE LANDING WAS MADE.

END OF MESSAGE

~~SECRET~~